

CLUB
WHISKY
\$14.00 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

BLACK
BERRY
BRANDY
Per Bottle ... \$2.70
" " " " " 1.60
H. PRICE & CO.,
12, Queen's Road.

No. 14,090 號十九百陸千四萬一第 日六初月四年十三緒光 HONGKONG, TUESDAY, MAY 9th, 1905. 二拜禮 號九月五年五零百九千一英港香 PRICE, \$3 PER MONTH.

**WATSON'S
HOUSEHOLD
AMMONIA**
For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin,
counteracts all effects of perspiration, and is as
refreshing and invigorating to the system as a
Turkish Bath.

**A. S. WATSON & CO.,
LIMITED.**
THE HONGKONG DISPENSARY.
[a1365]

**CUTLER, PALMER
& CO.'S**

"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a65]
GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a2866]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 60 and 61, ELGIN
ROAD, KOWLOON, under the Style of the
Terminus Stores and are prepared to accept all
kinds of orders, which will be attended to and
executed in the shortest time, and earnestly hope
to be favoured with the kind Patronage of the
Public.
Hongkong, 9th March, 1905. [a660]

COTTAM & CO.

HIGH-CLASS OUTFITTERS.

JUST ARRIVED:
NEW LINE SUMMER GOODS.

**SUMMER COLOURED TUNIC
SHIRTS, WHITE GAUZE SHIRTS,
PYJAMA SUITS, BOSTON GARTERS,
BADEN POWELL COLLARS, BROWN
BOOTS.**

The Latest Fashions in High-class
NECKWEAR.
EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING.
Hongkong, 24th April, 1905. [a1669]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO**

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Heddingham*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply
[a241] **THE MANAGER.**

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday,
excepted to receive and deliver perishable goods
Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. [52]

SURGEON DENTIST.
No. 10, DAQUILLAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

ALARMING INCREASE IN BALDNESS!!!

and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair,
Premature Greyness, &c., &c.

A REMEDY OFFERED.

which possesses all the elements that go to produce a good head of hair. Its powerful, stimu-
lating properties go straight to the hair roots—giving them a life and vigour they never knew
before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will
assuredly do all this for YOU, as it has done for thousands of others.

WILSON'S HAIR WASH.

THE GREAT HAIR PRODUCER AND RESTORER.
The Finest Dressing. Specially Prepared and Delicately Perfumed.
A Luxury and a Necessity to every Modern Toilet.

WATKINS LIMITED,
CHEMISTS AND DRUGGISTS,
AND
AERATED WATER MANUFACTURERS,
(Crown Brand)
APOTHECARIES HALL, HONGKONG. [a38]

KÜPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Küpper,
and see that you get it.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS

15, QUEEN'S ROAD CENTRAL,
Hongkong, 29th April, 1905. [a37]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANT

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	For Case.
BRANDY * * * *	\$22.50
" " " "	20.00
" " " "	16.75
WHISKY, PALL MALL -	20.00
" JOHN WALKER -	12.50
" C. P. & CO'S SPECIAL BLEND -	10.50
PORT WINE, INVALIDS -	20.00
" DOURO -	13.75
SHERRY, AMOROSO -	20.00
" LA TORRE -	16.00
BENEDICTINE, D.O.M. -	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS. [a54]

THE LAHMEYER ELECTRICAL CO., LD.

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a543]

PHOTO SUPPLIES

DEVELOPING
AND PRINTING
GOOD WORK,
PROMPT
RETURN

UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

LONG, HING & CO.,
PHOTO GOODS STORE,
17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. F. BLUNCK, Silk Lace Manufacturer, and
NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [a39]

A. TACK & CO.,
26, DES VŒUX ROAD CENTRAL, HONGKONG.
FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
OF EVERY DESCRIPTION.
EASTMAN'S KODAKS & FILMS.
"PRIMUS" CAMERAS & ACCESSORIES.
ILLUSTRATED PLATES & PAPERS.
"PRIMUS" DEVELOPERS & CHEMICALS.
PRINTING & DEVELOPING UNDERTAKEN. [a46]

JAPAN COALS.
**mitsui BUSSAN KAISHA
MITSUI & CO.**
HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Canton, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokohama,
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchinotsu, Sasebo, Matsuyama, Hakodate, Taipeh, &c.
Telegraphic Address "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Honda, Kanada, Fujinokuni, Mameda, Mannoura, Onoura Otani,
Sasahara Tsukikuni, Yoshinokuni, Yoshio, Yumokibara, and other Coals
S. MINAMI, Manager, Hongkong.

KOWLOON HOTEL.
KOWLOON.
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
AND RESIDENTS.
BILLIARDS AND BOWLING. LAWN AND GARDENS.
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [a26]

LANE, CRAWFORD & CO.

SPECIAL OFFER OF PIANOS.
JUST ARRIVED A SHIPMENT OF PIANOS SPECIALLY MANUFACTURED
AND GUARANTEED TO WITHSTAND THE CLIMATE.
BRINSMEAD Mahogany Patent Transposer ... \$850
" Chippendale Mahogany ... 750
" " " " " 750
COLLARD Oak Mahogany Style ... 750
" " " " " 650
" " " " " 725
" " " " " 700
" " " " " 675
BROADWOOD Ebonyized Overstrung ... \$750
" " " " " 700
" " " " " 675
MUNCIE Mahogany Medial ... 700
CHALLENGE " " " " " 600
" " " " " 500
ALLISON Chippendale ... 450
" " " " " 400
Above may be had on the MONTHLY PAYMENT SYSTEM—SECOND-HAND
PIANOS for Sale from \$100 Each. PIANOS on HIRE from \$10 per Month.

LANE, CRAWFORD & CO.
Hongkong, 9th May, 1905. [a36]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The Finest of all "Pog" WHISKIES at ... \$13.
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
2755 **F. BLACKHEAD & Co.**

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

The Odes of Catullus, by Cranmer-Byng ... \$0.85	De Profundis, by Oscar Wilde ... \$1.75
God's Great Man, by Mario Corbelli ... 1.75	Macao, the Holy City, &c., by Dyer Ball ... 1.75
Marriage of William Ashby, by Humphrey Ward ... 1.75	Foster's Bridge Manual, Bridge Tactics, each ... 2.70
The Navy as I Know It, by Freemantle ... 13.50	The Coming Conquest of England; Cloth ... 2.00
New Wall Map of China in 4 Sheets ... 14.00	Engineer's Year Book 1905 ... 5.90
Marine Engines and Boilers, by Bauer and Robertson ... 19.50	View Book of Hongkong, Canton and Macao—24 Views ... 1.00
Murray's Guide to India, Ceylon, &c. ... 16.00	
Darwin's Variations, Animals Plants, &c.; 2 Vols. ... 4.50	
Out-door Handy Book, by Beard ... 4.70	
The Mechanisms of the Myo-ek, by Cecil Loxes ... 3.50	
The Riddle of the Universe, by Haackel ... 0.40	
Todd and McGibbons, Elementary Engineering ... 3.00	
Pagan's Lore, by Clyde ... 1.75	
Stolen Waters, by Cleve ... 1.75	
Lhasa and Its Mysteries, by Waddell ... 20.00	
Divorce, by Paul Bourget ... 1.75	

A. LING & CO.,
FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOCROW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [222]

CHEAP BEDSTEDS FOR SALE.

THE Undersigned has a very large stock of
IRON BEDSTEDS and AMERICAN
STEEL WIRE MATTRESSES on hand for
Sale at very moderate prices.

6' 2" by 3' 6" Steel Wire Mattress \$5.50 each.
6' 2" by 4' 6" " " " 6.50
6' 2" by 5' " " " 7.50

Prices for Bedsteads and various sizes of
Mattresses on application.

A. TACK & CO.,
26, Des Vœux Road Central.
Hongkong, 26th April, 1905. [1703]

NOTICE.
GEO. FENWICK & CO., LD.
ENGINEERS AND SHIPBUILDERS.
THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
Blake Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour lying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905.

QUAN WAH & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENT
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [101]

HOTELS HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,
Acting Manager.

THE PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAINWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a86]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1061]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a48]

CARLTON HOUSE HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrance and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [94]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.
WM. FARMER,
Proprietor. [865a]

CAFE WEISMANN.

THE Public are invited to pay a visit to our
NEW ARTISTIC TIFIN ROOMS.

The only place of its kind in Hongkong.

A Veritable Fairyland.

Real German Fass-Bier on Draught.

Entrance—No. 1, WYNDHAM STREET.
Hongkong, 27th April, 1905. [1081]

NOTICE.

PATRONS OF CAFE WEISMANN will
please note that our Refreshment
Rooms at 34 Queen's Road Central, will CLOSE
Every Night at 8 P.M.
Entrance to Dining Rooms No. 1, Wyndham
Street, open till 11 P.M.

H. WEISMANN,
Manager.
Hongkong, 6th May, 1905. [1150]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



A
BLEND
OF THE
FINEST
PURE
MALT
WHISKIES

DISTILLED IN SCOTLAND,
OF
GREAT AGE.
MATURE.
MELLOW
AND
FINE FLAVOUR.

PER DOZ. - - - \$16.50

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. Do not use any communication that has already appeared in other papers or in the Press. Indemnity for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time, the supply is limited. Only supplied for Cash. Telegraphic Address: PUNSA. Codes: A.B.C. 5th Ed. Editor's P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 9th, 1906.

"China yields nothing to reason, but everything to force." These words by one of the most distinguished of British diplomatists are repeated with very evident approval by our Shanghai contemporary, who expresses the opinion that, in conjunction with another official dictum, "Make no demand that is not just; never recede from a demand once made," they constitute an epitomized ideal of policy in dealing with Chinese Officials. At any rate, to give our contemporary's own words, "it outlines the only practical policy to be pursued in China." Qualifications are as stubborn in their nature as facts are supposed to be. It is long since Hongkong ceased to be a part of China, and doubtless we have come to be regarded, where Chinese politics are concerned, as outsiders who are indifferent to what goes on in the pigtailed and pig-headed empire. We are the vestibule to the much-talked-of "open door," and by no means indifferent. It was with a certain measure of satisfaction that we noted the suggestion that the only practical policy must be a forcible one; and it was with a corresponding feeling of discomfort that we noted the subsequent qualification. If the British Government is to accept as its guide the rule never to make a demand "that is not just," the candour that admits force as the most suitable argument with stupid, perverse, or backsliding people goes for nothing. It is wasted. We are left as we were, rudely drifting on the conflicting currents of diverse opinion. For how many of the foreign demands made upon China are universally regarded as just? Just none. The

Chinese and the pro-Chinese faddists declare most of them not just. At every demand made in the name of commerce or political progress there arises some crank with accusing finger. It is not just to force upon the Chinese religious teaching when they have enough and to spare. We have an indulgent regard for that crank. What is wanted, in more parts of the world than China, is less teaching and more acting. It is unjust to sell opium to China, say others. This would come well enough from a Chinese JOSEPH CHAMBERLAIN; but it is said on other than fiscal grounds. It is unjust to seize ("to grab") is the expression in favour) pieces of Chinese territory. Some of these ingenious adherents of strict all-round justice smile approvingly on the policy of the "open door," so magical is the effect of a well sounding phrase. They forget that if the tenant is trying to close the door, and the book-agents and drummers agree to keep it open, that some trouble and, co-existently, some injustice, must make its appearance. The open door was opened by force and force only. It is kept open by the insertion of a foot or feet between door and lintel. This is what we understand by force; and so we do not quite follow our contemporary's analogy that the Russian occupation of Manchuria was a closing of the door. It was surely a further opening, and except to the parties concerned, it did not seem to matter much whether a Russian boot or a Japanese clog propped it open. The real "open door" is not an American Secretary HAY and the just ones conceive it at all, otherwise things would be different in Shantung, and the Chinese railway system would be less hybrid and patchy. There would never have been any ideal open door talk but for two things. One was the fear of painful jostlings by those struggling to enter, which the guarantee of perpetual openness was intended to remove. The other was that peculiar human characteristic that makes a confirmed rogue wear black kids and a silk hat on Sundays, the desperate clutch of a bad conscience at respectability. It is this which, perhaps more than anything else, prevents England from joining neighbours in the worship of expediency, and making good her position in her somewhat nebulous "sphere of influence." Those who, like our contemporary, see MACKAY treaties ignored with impunity, and really believe that "force is the only practical policy," should steer clear of embarrassing qualifications. China may enjoy fuller justice when she has been purged of her injustices by some foreign efforts that must to many appear at first "not just."

The Meiji Fire Insurance Co. has declared a dividend of 17 per cent. for the year ended the 31st of March last.

The steamer *Matsumae-maru* with 15,000 cases of kerosene oil on board, was totally burnt in the Inland Sea on the 24th April.

Mr. C. Petersen, a resident at Kobe for several years, in the employ of Messrs. J. Lyons & Co., died suddenly of heart disease on the 26th April.

The proceedings against Mr. F. J. Bardens by Messrs. Samuel & Co. have been withdrawn, and an arrangement made by which Mr. Bardens will sever his connection with the firm.

An old lady recently called at the Japanese Consulate in New York, left \$1,500 gold for the widows and orphans of those killed in the war, and departed without giving any name or address.

Amongst the passengers who left Shanghai by the P. M. S. *Mongolia* was Mr. Rudolf Steinberg of the German Post Office, who has been four years in China. Mr. Steinberg was very popular amongst the German community.

Messy's *Miscellany* says: See what a marvellous development has taken place at Hongkong under British rule. That barren island has been turned into the second largest shipping port in the world in the short space of sixty years by wise administration and liberal laws.

We are gratified to find our Shanghai contemporary, the *Daily News*, in agreement with us about the Anglo-Japanese agreement. They say: "It would appear to us to be undoubtedly to the advantage of Great Britain to be on the best terms with Japan, and to renew the Anglo-Japanese Alliance, even making it closer and more binding than it now is."

School-boy "howlers" are often very amusing, but they are not always confined to schoolboys. A correspondent supplies a sample by a young man who had left school for a commercial office. He translated "A vendre"—for sale—all right; but went on:—"Jolie charrette Anglaise"—jolly English chariot—"C'est de neu"—equal to nine—"avec choral grande taille"—with long tailed horse—"harnais, lanternes, accessoires"—correctly—"S'adresser aux bureaux du journal"—address "Aux," c/o this journal!

Numbers of visitors to the City Hall Library and Museum for the week ending the 7th May, 1906, were 295 non-Chinese, and 92 Chinese to the former, and 119 non-Chinese, and 1,717 Chinese to the latter institution.

The number of plague cases has leaped to 44, last week adding eight, and five more occurring since Saturday noon. Forty of the 44 ended fatally. There are three cases each of small-pox and enteric fever, the former confined to Chinese.

The *Kobe Herald* reports what it calls an "outrageous incident" at the Oriental Hotel, Kobe. An American guest being unable to sleep owing to the snoring of his next-door neighbour, fired a revolver at the latter through his bedroom door, but did not hit him. "The assailant was at once ordered to leave the hotel."

The letters of allotment in the last Japanese loan have been posted. The promptitude with which the allotment has been made and the avoidance of a large lock-up of money for a length of time reflect great credit on the banks concerned. Local applicants for the fifth domestic loan were notified yesterday.

Mr. C. F. Rhine, a British subject, residing on the Bluff, Yokohama, has brought a suit for divorce from his wife in the Yokohama District Court. He married her in Hamburg in 1890, and she with their one child deserted him in 1902, and he has never seen them since. Mrs. Rhine has lodged a similar petition against her husband.

Chan Ngan, excise officer, went in search of opium in a shop at Connaught Road West on Sunday night. The master, who is a Shanghai man, did not understand the visitor's intentions or his language, and resented his intrusion. He administered a sound thrashing, and kicked the unfortunate officer off the premises. For this assault he was fined \$10 and ordered to pay 50 cents compensation by Mr. F. A. Hazeland at the Police Court yesterday.

A Police raid on a matchbox on the small island near Stonecutters on Saturday night, resulted in the arrest of five natives who were charged before Mr. G. N. Orme at the Police Court yesterday with being in possession of and preparing illicit opium. The first defendant was fined \$25, the second \$10, the third \$75 and the fourth and fifth \$49 each. Another native who was found in possession of 10 tins of opium was fined \$250.

Between 10 a.m. and 1.30 on Sunday, while Mrs. Nisbet, who resides at Chater Street, Kennedytown, was absent, her house was broken into by burglars who stole a gold watch and chain and other articles to the value of \$120. It is thought that the robbers had forced the door open with a screw-driver, and then, become alarmed, and made a speedy exit, as other jewellery and some notes were lying in the drawer from which they took the watch and chain. The Police have the matter in hand.

Three fishing boats were making for the Kennedytown cattle wharf at the same time on Sunday, and all claimed the priority in making fast alongside. As they could not agree, they decided to settle the matter by a fight, and accordingly each man armed himself with a stout bamboo pole and took up a position in water up to his waist. Blows were falling thick and fast when the combatants were separated by the Police. Charged before Mr. G. N. Orme at the Police Court yesterday with disorderly behaviour they were each fined \$10.

Larceny of clothing cases have been much in evidence at the Police Court of late, and another very ingenious case of this kind was heard before Mr. G. N. Orme at the Police Court yesterday. Lau Yam, who is known to the Police as an idle person, conceived the idea of affixing a hook to a long bamboo pole, and hooking clothes from verandahs of first floors, and in some cases through open windows. He was caught in the act on Saturday, and as the case was proved, His Worship sentenced him to three weeks' hard labour, and 12 months banishment on the expiration of his sentence.

A party of 24 gamblers was arrested by the Police at No. 5 Kat On Street, Wanchai, on Saturday night. The men were playing fan tan and were so interested in the game that they did not know of the presence of the Police until they were surrounded. "They were only playing for fun," they informed Mr. Hazeland at the Police Court yesterday, but His Worship reminded them that it was illegal fun by inflicting a fine of \$75 on the first two defendants, who were the keepers of the house, and \$3 on all of the remaining defendants.

Loung Fuk, an unemployed youth, 17 years of age, on Sunday night entered the top floor of No. 71 Connaught Road through the skylight, and stole a quantity of clothing therefrom valued at \$10. He had entered No. 89 Wing Lok Street in similar fashion, and was making off with \$16 worth of clothing, when an inmate detained him and gave him in charge. He was placed before Mr. F. A. Hazeland at the Police Court yesterday, and remanded to enable the Police to make further inquiries concerning him.

An inquiry was held before Mr. F. A. Hazeland and a jury at the magistracy yesterday afternoon concerning the death of Chan Kwong who was knocked down by a tramcar on the 16th ultimo in Des Vaux Road West, and succumbed to his injuries. The evidence showed that deceased, who was deaf, did not hear the clanging of the car's bell. The tram was close upon him before the emergency brake was applied, and the distance was then too short to pull up. When he saw the car, deceased probably lost his presence of mind, as he turned to rush across the line again, and was struck. The jury returned a verdict of death by misadventure.

The salvage party is to be conveyed to the wreck of the French cruiser *Sully* by the s.s. *Kongnam* which is expected to leave on Wednesday. Captain Lewington is in command of the chartered vessel, and Mr. W. C. Jack is to proceed in charge of the salvage party.

The report of the Saye Railway Co., Ltd., for the term ending the 31st of March last shows a divisible balance of Y2,271,390. It is proposed to add Y91,000 to reserve, pay a dividend at the rate of 10 per cent. per annum, and a bonus of Y42,500, and carry forward the balance, Y674,140.

The total subscriptions from the banks to the fifth Japanese domestic loan already amount to over 63,000,000 yen. In addition the Imperial Household will subscribe 20 millions, the N. Y. K. one million, the insurance companies about 20 millions, Princes Shimaz and Mori and Marquis Mayeda a million each, so that the total of the subscriptions already fixed more than cover the issued amount.

After referring to the recent discovery of the "biggest diamond in the world," the *Cullinan*, Messy's *Miscellany* goes on: There are now very many thousands of Chinese ready and willing to go off to South Africa in search of such gems, and other gems of less value even. On the other hand there are, no doubt, many valuable gems in China only awaiting the arrival of some enterprising foreigner to unearth them.

The *Commercial Intelligence* reporter at Manchester writes (April 5th): Out of the reports just to hand of the half-yearly and quarterly stocktaking of nineteen limited spinning companies, not one shows a loss. Still more spinning mills have been decided upon. I hear that a number of applications for shares in one of the new undertakings have had to be refused. Egyptian cotton has again been very quiet, and spinners of these yarns are complaining loudly. One hears almost every day of old-established Egyptian spinners turning their machinery, where practicable, on to American yarns.

LICENSING COURT.
Messrs. F. A. Hazeland (presiding), G. N. Orme, T. H. Hammer and W. Craig J. P. met at the Magistracy yesterday afternoon to consider an application for the transfer from A. A. H. Milroy to one Edison Stewart Crowe, of an adjacent license to sell and retail intoxicating liquors at the Sailors' Home, Des Vaux Road West.

Mr. Hazeland stated that Captain Milroy was leaving the Colony on a holiday, and there was no Police objection to the transfer. The application was granted.

DISORDERLY "OCEAN" STOKERS.
Before Mr. F. A. Hazeland at the Police Court yesterday Sergeant Aris, of Bay View, charged four stokers of H.M.S. *Ocean* with disorderly conduct and assault. The men, it was stated, were absent from their ship without leave, and were on their way to the Metropole Hotel. When near Bay View, they overtook a richman. An Indian constable saw this, and attempted to arrest them but was assaulted by the stokers in a body. He still endeavoured, however, to perform his duty, and was successful in taking one man to the station. He reported the matter to Sergeant Aris, who with three other constables, followed the stokers to the Metropole, and there arrested them. His Worship fined each of the defendants \$5, and the two who overturned the richman were each ordered to pay \$3 compensation.

STRANDING OF A WEST RIVER STRAMER.
Telegraphic information was received on Sunday last by Messrs. Banker & Co., that the Chinese steamer *Wo Kwei*, 325 tons, trading between Hongkong and Wuchow, struck the Jess House Rock about two miles below Wuchow on the forenoon of the 6th instant, and had to be beached. According to the latest information to hand, she is full of water, and much of her cargo is damaged. The *Wo Kwei* left Hongkong on the 3rd instant on her usual run with a full cargo consisting of pieces goods, yarn and sundries which were fully covered by insurance. Mr. Banker, the manager of Messrs. Banker & Co., the agents of the steamer, and a salvage party with divers and pumps left yesterday evening for the scene of the accident.

A CHINESE ROBBERS' EXTRADITION.
Mr. F. A. Hazeland delivered his decision on this application at the Hongkong Police Court yesterday morning.

J. R. E. Pollock (instructed by Mr. R. A. Harding), who made the application on behalf of the Chinese Government, and Mr. H. N. Forrester (instructed by Mr. Otto Kong Sing) for the defence, were in attendance.

His Worship was of opinion that there was absolute proof of the defendant's guilt in respect to the charge. In a case of this sort in which he sat as a jury, it was not necessary for him to say anything further than "guilty" or "not guilty." The evidence of the three witnesses for the defence was really of a general nature, while that of the woman in support of the application was given in a frank manner, and left no doubt as to the guilt of the defendant in respect of the charge of robbery. As not the smallest doubt existed, he would follow the words of the Ordinance and commit the defendant to gaol to await the further order of H.E. the Governor. Further, he informed the defendant that he would not be surrendered until after the expiration of fifteen days, and meantime had the right to apply to the Supreme Court for a writ of *Habeas Corpus*.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

EPIDEMIC IN GERMANY.

LONDON, 8th May.

The epidemic of cerebro-spinal meningitis is still spreading to an alarming extent in Germany.

M. DELCASSE.

LONDON, 8th May.

A second report that M. Delcassé is resigning the portfolio of French Foreign Affairs is also denied.

SIR ROBERT HERBERT DEAD.

LONDON, 8th May.

The Rt. Hon. Sir Robert George Wyndham Herbert, G.C.B., C.M.G., director of the P. and O. Company, and Chairman of the Tariff Commission of Mr. Chamberlain, is dead, aged seventy four.

[Sir Robert, who was a grandson of the 1st Earl of Carnarvon, was not married. He was a barrister in 1858, the Colonial Secretary for Queensland in 1859, Premier during the following six years, joined the Board of Trade as Assistant Secretary in 1868, the Colonial Office in 1870, was Permanent Under-Secretary of State for the Colonies from 1871 to 1892, became successively thereafter Agent General for Tasmania, and High Sheriff of London was a Knight (first class) of the Order of the Crown of Johore, as well as holding the positions mentioned in the telegram. Ed.]

[REUTERS' SERVICE.]

THE CHINA SQUADRON.

LONDON, 8th May.

Reuter's correspondent in Melbourne wires that the sloop *Cadmus* has been ordered to join the sloop *Olio* and to proceed to the China Station.

RUSSIA.

LONDON, 6th May.

In spite of police prohibition, a great secret meeting of delegates of numerous provincial Zemstvo has been held in Moscow to formulate principles for the establishment of a National Assembly.

THE WAR.

["DAILY PRESS" SERVICE.]

KUROPATKIN'S RETURN.

LONDON, 8th May.

The return of General Kuropatkin is expected.

THE S.S. "HENRI BALKOW."

AN EXCITING CHASE.

The capture of the Norwegian steamer *Henri Balkow* at the northern end of the Yungiri Straits on the 7th instant was effected after a somewhat exciting chase. The *Japan Mail* states that she was sighted at the first break of day steaming leisurely along having cleared the ice-bound coast to the south, and would, in the ordinary course, have got through had she had another day's liberty. When seen she was signalled to stop, but proceeding onward a blank shot was fired at her. This also was unheeded, and a chase followed, the cruiser coming up to the runner almost abreast before she slowed down. Although a small vessel she was steaming at a fairly good rate, and when boarded the captain said he was bound to San Francisco. The *Henri Balkow* is owned in Shanghai, and is one of five chartered from Chinese treaty ports by the Russo-Chinese Bank to carry cargoes of provisions to Vladivostok with the stipulation that a sale of the steamers should be effected upon safe arrival. Most of the cargo in her hold is salt and corned beef, tinned meats of various kinds, and rice, while in the fore-peak a quantity of dynamite was stored. The capture is the first seizure from Chinese ports since, in the earlier stages of the blockade, the *Wilhelmina* and the *Nigretia* fell into the hands of the Japanese, and the barque *Osaka* became a total wreck.

BALTIC NOTES.

A BIG ORDER FOR BISCUITS.

L'Indo-Chinois of May 2nd states that a prominent biscuit firm at Hongkong has received a large order for biscuits for the Russian squadron.

BALTIERS' DESTINATION.

The secret is out. The Associated Press correspondent at St. Petersburg has learned that the Baltic fleet under Admiral Rojestvensky is bound for the port of Potropaulski, Siberia. This is the ultimate destination of the great squadron, and there a base has been prepared for the ships.

A R MOUR.

It is reported in Manila that a Japanese squadron has gone to cut off the Third Baltics, and to prevent Nibogtoff from effecting a junction with Rojestvensky. We do not attach importance to this rumour.

AT TARGET PRACTICE.

Captain Bainbridge of the s.s. *Charterhouse* which arrived here from Penang yesterday reports having sighted on the night of the 3rd instant, shortly after leaving Singapore, three large men-of-war going South, but he could not distinguish their nationality. On the afternoon of the 5th, they passed one barque-rigged two-funnelled cruiser off Houkhou Bay, and later, another cruiser near Tre Island, south of Cape Varela, which is close to Van Fong Bay. The latter vessel was at target practice.

JAPANESE ON WATCH.

Captain A. N. Cameron of the s.s. *Angola* which left Muroan with a cargo of coal reports having been stopped in the eastern channel of the Korean Straits by a Japanese cruiser which asked the nature of his cargo and his destination. On replying "coal for Hongkong," he was allowed to proceed.

ONE DIFFERENCE.

The Japanese are proving their prowess. While the Russian Baltic fleet has been seen several times during the past few days—in fact, while all the movements of those ships are known—no one seems to know anything about the fleets of Admirals Togo and Kamimura. No doubt there will be something doing one of these days.

TOGO'S ORDERS.

Dating it Tokyo, May 2, the *Cablenews* prints the following:—It is reported here that Admiral Togo has decided, in pursuance of the naval plan outlined by the war department, to avoid if possible a general engagement with the Baltic Squadron of Admiral Rojestvensky. It is the opinion of the government that Japan has everything to lose in the event of a defeat, and that the longer the Russian squadron remains in Eastern waters, without a base the easier it will be to handle when the time comes. Naval experts who are in close touch with the war department have expressed the opinion that the proper strategy is to endeavour if possible to harry the squadron of Rojestvensky and to destroy with swift cruisers some of the enemy's ships under cover of fog or heavy weather. The opinion is expressed here that one of two courses will be pursued by Rojestvensky. Either he will attempt to escape north of the Philippines into the Pacific and make his way thence by a circuitous route to Vladivostok or else to capture one of the ports on the southwest coast of Formosa, where there are several small harbours, and make this a base from which to operate.

BODY DUMPING.

No fewer than five bodies were dumped in the West Point district since Saturday, and these were mostly children. Stronuous efforts are being made by the Police to discover responsible parties, and endeavour to prevent this abominable practice, but so cunning are the ruses by which bodies are carried forth to the chosen dumping ground that the efforts of the Police are generally of little avail. For instance, a woman walking along the street with a basket full of rice and other provisions would not be expected to have the body of a child concealed beneath, yet this has been found to be the case. Again, a coolie shouldering a kerosene tin full of water was discovered to have therein a child. These and many other devices are being practised by the natives who dislike the responsibility attaching to dead bodies. The foreign "inquest" is probably misunderstood by the ignorant Chinese who thus avoid trouble by "dumping."

THE CHINA MUTUAL LIFE INSURANCE CO., LD.

Seventh Annual Report, presented at the annual meeting of the Company, held at Shanghai, on 8th May.

Your Directors have much pleasure in submitting for your consideration and approval the Annual Report and Statement of Accounts for the Seventh Year ending 31st March, 1906.

In doing this your Directors are again able to congratulate the Share and Policy-holders on the gratifying progress for the year, large gains having been made in Income, Assets, and Insurance in force, while our death rate has been reduced.

New Business.—The new applications received for the year amounted to Tls. 7,053,332, an increase over last year of Tls. 954,712.50 for which Policies for Tls. 6,420,048.15 were issued, and Tls. 638,283.85 postponed or declined.

The total insurance in force on 31st March, 1906, amounted to Tls. 15,199,276.78.

Income.—The total income for the year amounted to Tls. 1,183,778.52, a gain over previous year of Tls. 295,012.54.

Interest.—The income from Interest and Commission on Loans amounted to Tls. 83,340.61, an increase during the year of Tls. 40,656.49.

Reserve.—Reserve Accounts have been increased by the sum of Tls. 381,351.63 and now stand at Tls. 1,381,553.37.

Surplus.—The Surplus over and above Paid-up Capital, Reserve, and Exchange and Investment Fluctuation Account now amounts to Tls. 301,069.05.

Your Company's Auditor, Mr. A. E. Leake, has completed his audit for the year and has attached his certificate. All securities have been placed in his hands for examination.

In accordance with the articles, Mr. Lee Tung-sun retires, but being eligible offers himself for re-election.

JOHN FORD,
Chairman.

J. A. WATTE,
Managing Director.

SHIPPING.

ARRIVALS.

ANGOLA, British str., 2800, A. W. Cameron, 8th May, 1st inst. 18th April, Coal.
 BLAVER, Norwegian str., 1,519, J. Johannessen, 8th May, 1st inst. 18th April, Coal.
 CARL DIERCKHOFF, German str., 774, H. J. Dierckhoff, 8th May, 1st inst. 18th April, Coal.
 CHARTERHOUSE, British str., 1,254, R. S. Bainbridge, 8th May, 1st inst. 18th April, Coal.
 NEUMERLING, German str., 2,993, Fischer, 8th May, 1st inst. 18th April, Coal.
 PRINZ SIGISMUND, German str., 3,360, D. Leuz, 8th May, 1st inst. 18th April, Coal.
 YUEN-SANG, British str., 1,128, P. H. Rolfe, 8th May, 1st inst. 18th April, Coal.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 8th May.
 Haiching, British str., for Swatow.
 Ute German str., for Haiphong.
 Zaida, British str., for Amoy.

DEPARTURES.

7th May.
 TERSEAT, British str., for London.
 8th May.
 HONGKONG, French str., for Haiphong.
 SHANTUNG, British str., for Yokohama.
 TELMACHUS, British str., for Saigon.
 TRIUMPH, German str., for Shanghai.
 YUEN-SANG, British str., for Canton.

SHIPPING REPORTS.

The British str. Haiching reports: Light easterly winds and fine weather from port to port.
 The British str. Yuen-sang reports: Weather experienced moderate easterly winds and smooth sea, the cloudy weather. Fog and light air off N.E. head of Tamsui.

VESSELS IN DOCK.

8th May.
 OXWOLN DOCK.—B. A. Brock, H.M.S. Albion, Haiching, Ichio.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAICHING".
 Captain Hodgins, will be despatched for Swatow, Amoy, and Fochow, on TUESDAY, 10th inst., at 10 a.m.
 For Freight or Passage, apply to DOUGLAS LARBAIK & CO., General Managers.
 Hongkong, 8th May, 1905. 1161

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
 "BAYERN".
 Captain H. Formes, due here with the outward German Mail about TUESDAY, 10th inst., will leave for the above places about 12.21 hours after arrival.

NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to MELCHERS & CO., Agents.
 Hongkong, 8th May, 1905. 5

FOR SHANGHAI.
 (Taking Cargo at through rates to Tsinotau and Chemulpo).

THE Steamship
 "LYEEMOON".
 Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 10th inst., at 5 p.m.

This steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to SIEMSEN & CO., Agents.
 Hongkong, 8th May, 1905. 1154

"BEN" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.

THE Steamship
 "BENALDER".
 Captain McIntosh, will be despatched as above on MONDAY, the 15th May.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 12th April, 1905. 972

REGULAR STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.
 "SAGAMI" 20th May.
 "ERROLL" 24th June.
 "HINDUSTAN" 24th June.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.
 Hongkong, 2nd May, 1905. 1283

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
 VIA NEW GUINEA.

STEAM FOR
 FRIEDRICH-WILHELMSHAFEN.
 HERBERTSHOEHE, MATUI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 30th May, 1905, at Noon, the Steamship "PRINZ SIGISMUND", Captain Leuz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to MELCHERS & CO., Agents.
 Hongkong, 4th May, 1905. 11139

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 16th inst.
LONDON & ANTWERP	BENALDER	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	On 15th inst.
LONDON, &c. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th July.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP	DARDAIUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th June.
MARSEILLES, &c. VIA PORTS OF CALL	KUMBEA	Brit. str.	—	Boyer	MESSAGERIES MARITIMES	On 16th inst., at 1 p.m.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	Dahl	MELCHERS & CO.	To-morrow, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	SRGOVIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINE	On 28th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SENIOAMBIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERIKA LINE	On 13th June.
HAYRE & HAMBURG VIA STRAITS, &c.	C. FERD. LARISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINE	On 27th June.
HAYRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Russ	HAMBURG-AMERIKA LINE	On 11th July.
TRIESTE, &c. VIA SINGAPORE, &c.	SITHONIA	Ger. str.	k. w.	Barbarovich	SANDER, WIELER & CO.	On 1st June, p.m.
GENOA, MARSEILLES & LIVERPOOL	MARIA VALERIE	Aust. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	DEKALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th June.
GENOA, MARSEILLES & LIVERPOOL	PRINZ	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK VIA PORTS & SUEZ CANAL	KENNERLY	Brit. str.	—	—	STANDARD OIL CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOL	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 20th inst., at 4 p.m.
NEW YORK VIA PORTS & SUEZ CANAL	SAGAMI	Brit. str.	—	—	DODWELL & CO., LTD.	On 25th inst.
NEW YORK VIA SUEZ	NUBIA	Ger. str.	k. w.	Habel	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 14th inst.
VANCOUVER, VIA SHANGHAI, JAPAN, &c.	ATHEMION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst.
VICTORIA (B.C.) SEATTLE & JAPAN	NINGCHOW	Brit. str.	—	—	DODWELL & CO., LIMITED.	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Brit. str.	—	Wright	PORTLAND & ASIATIC S.S. CO.	On 16th inst., at Daylight.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Brit. str.	1 m.	Bahle	BUTTERFIELD & SWIRE	On 13th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	PRINZ SIGISMUND	Ger. str.	—	Leuz	MELCHERS & CO.	On 30th inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 19th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KORE	PALEMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 13th inst.
TSINGTAU, CHEFOO & TIENTSIN	CHILU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 16th inst.
TIENTSIN	WOSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 12th inst., at 3 p.m.
CHIEFOO & TIENTSIN	EIGER	Ger. str.	—	Chr. Rafter	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	BAYERN	Ger. str.	—	H. Formes	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
SHANGHAI	HANGSANG	Ger. str.	—	Th. Lehmann	SIEMSEN & CO.	To-morrow, at 5 p.m.
SHANGHAI	LYEEMOON	Ger. str.	—	Bondeson	OSAKA SHOSHEN KAISHA	On 16th inst., at 10 a.m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CLARA JENSEN	Ger. str.	—	G. Phillips	P. & O. S. N. Co.	About 19th inst.
SHANGHAI	BENGAL	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at 8 a.m.
SHANGHAI	YUEN-SANG	Brit. str.	1 m.	Carl Moller	OSAKA SHOSHEN KAISHA	On 21st inst., at 8 a.m.
SHANGHAI	PROTEUS	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 a.m.
TAMUI VIA SWATOW & AMOY	FRUITOF	Ger. str.	—	C. Olsen	DOUGLAS LARBAIK & CO.	To-day, at 10 a.m.
TAMUI VIA SWATOW & AMOY	B. BORNHORN	Ger. str.	—	Hodgins	DOUGLAS LARBAIK & CO.	On 11th inst., at 10 a.m.
TAMUI VIA SWATOW & AMOY	HAICHING	Brit. str.	2 h.	Rolston	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	—	JARDINE, MATHESON & CO.	On 13th inst., at Noon.
SWATOW, AMOY & TAMSUI	TAMING	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & CO.	On 20th inst., at Noon.
MANILA	YUEN-SANG	Brit. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
MANILA	RUBI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst., at 3 p.m.
CEBU & ILOILO	SUNOKIANG	Brit. str.	1 m.	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	MAUSANG	Brit. str.	—	—	CARLOWITZ & CO.	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	—	—	—
JAVA PORTS	TULATJAP	Dut. str.	—	—	—	—
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Cogliolo	—	—

REGULAR STEAMSHIP SERVICES.

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

FOR	STRAITS	LEAVING
TAMUI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 14th May, at 8 a.m.
SHANGHAI VIA SWATOW AND AMOY	"CLARA JENSEN"	TUESDAY, 16th May, at 10 a.m.
ANPING VIA SWATOW AND AMOY	"B. BORNHORN"	WEDNESDAY, 17th May, at 10 a.m.
TAMUI VIA SWATOW AND AMOY	"FRUITOF"	SUNDAY, 21st May, at 8 a.m.

For Freight, Passage, and further information, apply to Bradley & Co., Ltd.

OSAKA SHOSHEN KAISHA.

Hongkong, 8th May, 1905. 114

HAMBURG-AMERIKA LINE.

OSTASIATISCHER DIENST.

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SUBJECT TO ALTERATION.

TEAMERS	DESTINATION	SAILING DATE	Freight
SEGOVIA	HAYRE, BREMEN AND HAMBURG	On 10th May.	Freight.
SENIOAMBIA	(Calling at Singapore, Penang and Colombo)	On 28th May.	Freight.
Capt. Jaburg	HAYRE AND HAMBURG	On 13th June.	Freight.
C. FERD. LARISZ	(Calling at Singapore, Penang and Colombo)	On 27th June.	Freight.
BRISGAVIA	(Calling at Singapore, Penang and Colombo)	On 11th July.	Freight.
SITHONIA	(Calling at Singapore, Penang and Colombo)	On 25th May.	Freight.
NUBIA	NEW YORK VIA SUEZ	On 25th May.	Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
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ZAFIRO	2540	R. Rodger	Manila.	Sat., 13th May, Noon.
RUBI	2540	A. H. Notley	Manila.	Sat., 20th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 8th May, 1905. 115

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ATHOL"	On 18th May, 4 p.m.
S.S. "NORDPOL"	About 15th June.

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS.

Hongkong, 8th May, 1905. 11004

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

(PROTECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR	STRAITS	LEAVING
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Tuesday, 30th May, 3 p.m.
SHANGHAI	"HANGSANG"	Wednesday, 10th May, 4 p.m.
MANILA	"YUEN-SANG"	Friday, 12th May, 4 p.m.
SANDAKAN	"KUMSANG"	Saturday, 13th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 16th May, 3 p.m.
TIENTSIN	"WOSANG"	Thursday, 18th May, 3 p.m.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

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Hongkong, 9th May, 1905. 118

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Wright	Tuesday, May 23rd
PLEIADAS	3,753	F. G. Furlington	Friday, June 30th
SEAWMUT	9,606	E. V. Roberts	Wednesday, July 12th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

† Cargo only.

CHEAPPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SEAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED.

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 9th May, 1905. 117

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO SAIL	REMARKS.
LONDON AND ANTWERP	PERA	About 10th May	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	A. L. Valentini	—	—
YOKOHAMA VIA SHANGHAI, MOJI AND KOBE	PALEMO	About 13th May	Freight only.
(Passing through the Inland Sea)	E. G. Andrews	—	—
SHANGHAI	BENAL	About 19th May	Freight and Passage.
—	G. Phillips	—	—
LONDON, &c.	CHUSAN	Noon, 20th May	See Special Advertisement.
—	H. W. Kenrick, R.N.	—	—

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 6th May, 1905. 113

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

SHIPPING NOTES.

The Nippon Yusen Kaisha recently took over from the builders, the Mitsui Bishi Kaisha, the new steamship *Tango-maru*.

The steamer *Quarta* which was recently chartered to the Nippon Yusen Kaisha has now been placed in the Newchwang service.

The British steamers *Wingung* and *Taiyang* have been released from charter to the Nippon Yusen Kaisha. The British steamer *Dudchik* (2,111 tons) has been chartered by Mr. K. Yamashita of Yokohama.

Scotch shipyards in the quarter ended March 31 turned out 55 vessels, aggregating 114,709 tons, as compared with the same period of 1904, when the output was 78 vessels, with a tonnage of 102,400 tons. The comparison further indicates the increasing average size of new vessels. The tonnage for the past quarter is the largest on record with the exception of the same period of 1899, when the figure was 118,000 tons. The number of orders booked in Scotch shipbuilding yards for March, however, do not exceed 14,000 tons, which does not promise the same activity in the present quarter.

We learn from one of our Japan correspondents that the foreign steamers sold to Japanese since the outbreak of war in February, 1904, number 70, of 282,732 tons gross. In addition, Japanese shipowners have now 52 foreign vessels under charter, of 101,529 tons gross. The vessels chartered to Japanese, according to nationalities, are as follows:—

Flags.	Vessels.	Tons.
Norwegian	22	41,271
British	17	48,316
German	5	8,329
Swedish	1	1,637
French	1	649
Russian	6	1,127
Total	52	101,529

MANILA.

A Board of Inquiry has been appointed by the Collector of Customs to inquire into marine accidents in Manila Harbour.

THE "TAMING" AT MANILA.

T. R. Nicol, second officer of the British steamer *Taming*, was found guilty by a court-martial of first instance of interfering with a customs official in the performance of his duties and of striking a native guard, and sentenced to be imprisoned for three hours and to pay a fine of 100 dollars gold. Nicol's attorney gave notice of appeal to the Supreme Court and bond was fixed at \$200.

LATER.

The British steamer *Taming* left Manila for Cebu on May 1st to discharge 1,500 tons of cargo. From the southern port she will proceed directly to Hongkong. Second officer Nicol, who was tried in the court of first instance a few days ago did not sail on the vessel, as the captain refused to assume the responsibility of taking him away from Manila while under bail awaiting the decision of the court in his case.

AN ENGINEER'S DEATH.

The third engineer of the British steamer *Charterhouse*, which arrived yesterday, Robert L. Pinkerton, of Glasgow, died on May 6th, and was buried at sea.

STEAMER MOVEMENTS.

The P.M. str. *Manchuria*, with mail, &c. from San Francisco to the 18th ult. via Honolulu, will leave Yokohama this morning, the 9th inst. via Kobe, &c. and is due here on the 18th inst.

The C.P.R. steamer *Tartar* left Yokohama on Saturday, the 6th May, p.m. for Victoria and Vancouver.

The C.P.R. str. *Athena* arrived at Yokohama on Sunday, the 7th May at 8 a.m.

NEW JAPANESE WARSHIPS.

The work of arming one of the two armoured cruisers, constructed at Kure, is being pushed forward, the *Nagasaki* Press says, in order that she may be completed in the course of the present year. The other one is expected to be ready for sea about March next.

The launching of the Japanese first-class battleship *Katori*, constructed at Yokohama yard, England, has been postponed in order that Prince and Princess Ariwagawa, who will visit England on their way home from Germany, may be present. She will probably be launched on July 4th.

The destroyer *Arare*, constructed and engineered at Kure, is to be tried on for a trial on the 27th inst. If the trial is satisfactory she will be commissioned early in May.

THE WANDERING DALAI LAMA.

Although there seems to be a feeling that the Dalai Lama of Tibet who ran away from the British Expedition last year has been deposed and the Panchen Lama of Tashitumb appointed to take his place, a Peking correspondent, writing on the subject of the evident reluctance of the Dalai Lama to leave Urga for Lhasa, states that he has not been formally deposed by the Imperial Government and that he is being sent back to Lhasa to resume his post of chief Buddhist Pontiff there. The correspondent further states that in spite of his solemn promise to the Imperial Resident of Urga, Mongolia, and the Assistant Tibetan Resident at Hsinning, Kan, to start from Urga for Lhasa on a certain date, the Dalai Lama still lingers in Mongolia and refuses "to budge." This made the two Manchou officials exceedingly wrath, with the result that they recently presented a joint memorial to the Throne complaining of the dilatory movements of the Dalai Lama and his broken promise, and recommending that he be formally deposed from the Pontificate as a punishment for his remissness—a step doubtless eagerly desired by this Tibetan who does not seem to be desirous of returning to Lhasa, which may mean going back to his death. The recommendation to depose the Dalai Lama has, however, been promptly refused by an Imperial Decree which also commanded the memorialist to send the Tibetan back without further delay.—N.C. Daily News.

THE RUSSIAN WAR PARTY.

The high appointments in the reorganised Russian army, according to the *Pecht Parichia*, have been definitely arranged as follows:—

Commander-in-Chief: The Grand Duke Nicholas Nicolaievitch.

Director-General of Military Operations: General Linvitch.

Chief of the Staff: General Soukhomlinoff.

Assistant Chief of Staff: General Sakharoff.

Commander of the First Army: General Baron Kaulbars.

Commander of the Second Army: General Greinberg.

Commander of the Third Army: General Guerschemann.

The Supreme Military Council will be composed of Generals Dragomiroff, Grodekoff, Roop, and Komaroff.

HOW BRITAIN SPENDS MONEY.

Canell's Magazine, edited by Max Pemberton, gives the following interesting article by Mr. Arnold White:—John Bull spends on the government of the United Kingdom about £177,000,000 per annum. This is finely called Imperial expenditure, although it is not spent upon the Empire. India pays her own expenses, and the Colonies theirs. The local expenditure of the Borough and District Councils, the Asylum Boards, and what are known as educational and other rating authorities may be dealt with on another occasion. There is a good deal of spending in £177,000,000 a year, and the State is consequently the largest employer of labour, and also the best customer in the United Kingdom.

There are three points that strike the spectator in the jungle of national expenditure. The first is the contrast presented between the extraordinary skill of the complex system devised to prevent the expenditure of a penny by an unauthorised person and the clumsiness with which millions are squandered on objects which turn out to be of no possible use to the nation, even on the authority of the very people who sanction the expenditure.

The second point that strikes the cheerful but incisive inquirer is the fact that this vast buyer, the State, has no buying department, and that the gentlemen who conduct John Bull's marketing are not only untrained, for the purpose, but that the buyers of different departments occasionally bid against one another.

A third feature that attracts attention is the strange system that governs the remuneration of John Bull's servants. Sir John Fisher at the Admiralty, whose salary is £1,500 a year, with his admirals' pay and a house, recently saved the country a sum of £3,000,000 a year by recommending the abolition of 130 ships which, in the words of the Prime Minister, whose Government had maintained all and built many of them, existed "to embarrass British admirals and to discredit the British flag." It would be useless to compare the salary of a mere First Sea Lord with the honorarium necessary to secure the services of a competent Attorney-General. Comparison, however, is at least permissible between the officer in the War Department who fills a similar function to that of First Sea Lord at the Admiralty. Lieutenant-General the Honourable Sir N. G. Lyttelton is the first military member of the Army Council, and receives £2,500 a year against Sir John Fisher's £1,500 and a house. An anomaly exists, and one would think that when known to the public it would cease to exist.

The illustration of the adage that the race is not always to the swift nor the battle to the strong, is confirmed by the custom which prevails in the Foreign Office of requiring ordinary business letters to be copied by aristocrats. The theory upon which the Foreign Office is worked is that Foreign Office business is secret, and that only aristocrats can be relied on to maintain secrecy. The junior clerks (first class) of the Foreign Office are paid £200 to £300 a year, and of the second class £100 to £200. Many of these gentlemen are engaged in light duties which would be better done by bank clerks, and the same remark applies to the work of the Embassies and Legations abroad. Although the Foreign Office works upon the principle that its business is secret, and that secrecy is a commodity applied only by the upper classes, it is too sensible to act upon its own theory. Nine-tenths of the business of the Foreign Office is not secret. One-tenth is highly confidential. The one-tenth which is highly confidential passes through the hands of typewriter girls who draw the modest wages of their kind, and the whole of the Cabinet documents and confidential dispatches to Ambassadors are printed in the basement by honest printers who have never been known to divulge a secret entrusted to them.

That the amount of printing is considerable may be judged of by the fact that every British Ambassador in Europe obtains by messenger a copy of every dispatch of importance sent to every other British Ambassador. An administrative system based on the theory of aristocracy and expense, but worked by recourse to democracy and frugality, is one that illustrates our English folly for spending money in the wrong place rather than not spend it at all. To sustain the official theory it is obvious that the Foreign Office typewriter girls should be presented at Court, and that the printers in the basement should be public school men with their names in Debrett and members of at least one good club before they are allowed to handle the composing stick and the dumper in the Foreign Office cellar.

The absence of a thinking department at the Foreign Office sometimes leads to strange results. When the Admiralty took possession of the Bay of Wei-hai-wei it suddenly occurred to our rulers that they had not got Wei-hai-wei itself. The Foreign Office, however, brought to bear its great influence, and the town was acquired for £14,897 17s. 4d. strict cash on delivery. After the town and the bay were acquired, and some of the buildings erected, the Treasury, the Foreign Office, or the Admiralty, or all three, changed their minds, and neither the town nor the bay were considered necessary for the safety of our interests in the Far East.

The course of business in the Foreign Office is that a letter is taken out of its envelope by a clerk on £200 a year, is passed on to be docketed by a clerk on £300, handed to a clerk on £400 to make a *procès* of it, and then passed on to have a minute made on it by a clerk on £200; and thus, with a mossy growth of irrelevant detail, it finally arrives at the table of the man who receives £1,200. Then it descends upon the scene line and reaches the hands of the clerk who copies it and who delivers it to the girl who types it, and who is not seldom the most useful, as well as the most comely, link of the whole chain.

Shortly after Queen Victoria's death the Kansas Legislature sent a message of condolence to King Edward. In a cablegram the King expressed thanks for the loyalty and sympathy of the people of Kansas. The word "loyalty" roused such resentment among the legislators that the message of condolence was ordered to be expunged from the State records. Our Foreign Office clerks thought that Kansas was a British Colony—an error that the typewriter girls upstairs would not have committed, as they are compelled to pass in elementary geography before becoming eligible for employment in the Government service.

One other point in connection with the Foreign Office as regards the expenditure of money is worth mentioning. I wish to draw attention to the case of Uganda, under its management. The Uganda Railway, which has cost over £6,000,000, could have been built by contract for £2,000,000 or £2,500,000. Tenders were actually available for these amounts.

The State pays its servants by means of three currencies. The private employer can only pay in one. A British official is paid first in money, secondly, in the security of the tenure of his office, and thirdly, in the title or distinction he may expect to receive in the event of his zeal or his length of service rendering him eligible for distinction. Of all the servants of the public the most fortunate is the Attorney-General, because he gets all three. He receives

the largest salary, £19,921 7s. 9d., he is knighted, and he has a prescriptive right to permanent employment in high judicial office. The least fortunate servants of the public are the poor wretched soldiers, who give up their employment at the beginning of a war, and, in the event of their surviving, return home to find themselves in the ranks of the unemployed. It is hoped that after the next big war our soldiers will no longer say:

"In time of danger and in time of war
Our God and soldiers we alike adore;
The danger o'er, our honour righted,
Our God's forgot, our soldiers slighted."

This, however, is a melancholy subject. We will pass on to something more amusing. One great Admiral Nelson won his famous battles on ships built of British oak. When he captured the French and Spanish ships his men ascended their bluff sides by means of boarding pikes driven into the enemy's hull. When wood was replaced by iron in the construction of war-ships, and still more when iron was replaced by steel, whether Harveyised or the Krupp variety, a few submarine compasses on £200 a year, with no knowledge of naval affairs, if responsible, would have discontinued the manufacture or purchase of boarding pikes for the British Navy. No such economy occurred to the Admiralty. Boarding pikes were issued even in the present century to the battleships of the British Navy until attention was drawn to the fact by a mere newspaper scribbler, who was violently attacked for meddling with what he did not understand. The issue of boarding pikes was discontinued by the school of admirals on the ground that they reminded us of the good old days, and in any event could be used as leaders to the paint work while in process of drying. It did not occur to any official at the Admiralty until the afternoon of October 21st, 1904, that all money spent on the Fleet which does not conduce to fighting efficiency, whether on a button, an admiral, or even a gun, is money thrown away.

What is the reason for buying things that are not wanted; for building ships that cannot fight or run away when flight is essential; and for pulling down naval bases to build bigger in order to hold an ever-increasing store of articles that were obsolete years before they were ordered? A friend of mine in a high official position told me that he once visited a certain dockyard and noticed a man standing doing nothing where on many previous occasions he had worked the same individual. He asked him: "I am Mr. — (naming an official at the dockyard) boatman, sir."

"Oh, ha, Mr. — a boat?"

"No, sir; he hasn't had one for two years."

"And what have you done during those two years?"

"Nothing, sir."

The story of the dockyards would not be complete without recalling the peculiar methods of supply which prevail until recently. Not very long since the accumulation of an article, several hundred dozen of which were supplied on the same principle as the boarding pikes were issued, was so great that one of the buildings in which they were stored required enlargement. These articles had not been used, for decades, but they continued to be supplied, until some official of unusual smartness discovered that the purchase of expensive articles which could not be used and were costly to store, might be safely discontinued. As the articles were unsalable they were burnt and the brass and iron used in their construction sold at scrap prices.

The results of officialism are sometimes amusing and sometimes tragical. For a considerable period of time the staff of the Second Army Corps on Salisbury Plain consisted of the distinguished general, two good-looking officers, and a lad in a top hat. The staff of this institution I have been unable to ascertain, as the Army Corps system was abolished shortly after it was created, it is well to recall it as an example of the way in which money is spent.

When the papers regarding any matter reach the War Office in London they are taken to a long passage. Round this passage are many rooms, with one room at the top. The series of rooms thus resembles a syphon. War Office papers, if received by A and required by B, are sent to B. If B does not want them, they are sent all round the syphon. The result of the spirit engendered by these practices may be judged of the following examples:—

A few years ago there was a fire in one of the military buildings at Dover Castle. The War Office regulations are strict on the subject of fires, and they provide rules as to the manner in which a fire shall be treated. The Commanding Officer, addressing his superior, said: "I have just reported a fire in an official dispatch that the commissariat store had been burned down strictly according to regulations. The point of the story is that had the regulations been set aside the commissariat store might have been saved."

During the Boer War a cargo of hay brought by the War Office, and passed as sound, was sent out to Port Elizabeth. Some of the hay was eaten by the officers' chargers of the 1st Cavalry. On arrival at Port Elizabeth the whole cargo was condemned in spite of angry protests, and the master of the ship was ordered to take the vessel twenty miles out to sea and throw the hay overboard. This was done. A southerly gale sprang up, and the bulk of the hay was washed up in Algoa Bay. The bales were collected by an enterprising contractor, and the hay was purchased by the War Office three times its original price, and was greedily eaten by the horses and mules of the Army.

There is no better instance of the way in which the money goes under War Office administration than the methods adopted for the purchase of land. When a portion of Salisbury Plain was required by the War Office the extreme poverty of the soil, the want of access to market, and facilities for transport rendered the value of the farms comparatively low. A property liberally estimated at a value of £40,000 was purchased by the Treasury for the sum of £38,411.

War Office extravagance on Salisbury Plain was not ended with the purchase of the land. It is a War Office rule that for married quarters the soil under them is to be cleared out for three or four feet below the surface and the space filled up with concrete. Salisbury Plain is a great rock of chalk, which is as good a foundation for dwelling houses as concrete.

The married quarters on Salisbury Plain have been built by the War Office at a cost of £300 each. An ordinary builder and architect could have put up the same dwellings for £250 apiece. The expensive habits of the War Office are noticeable in many departments. The country will not forget that public money to the extent of £10,000,000 was handed during the Boer War by an honest officer, whose want of skill as a lawyer cost the country as much as if he had been a fraudulent scoundrel.

During the Boer War the most scandals received a great deal of attention, and after spending several million pounds in buying meat at 8d. which cost the contractors 4d., a remedy was adopted. But it is not generally known that a Boer syndicate bought cattle from the military authorities at from

22 to 23 per head and retailed it to the troops at 8d. and 9d. a pound, giving a profit of £20 per head of oxen. The incomes taxpayer was then paying 1s. 2d. in the £. He is now only paying 1s., but at least 5d. out of that 1s. is being spent in a manner that would not be permitted for an instant in a well-managed private enterprise.

One of the claims which followed the Boer settlement reached me from a town which I know well. One man claimed 10s. for half a dozen ostrich eggs added by the troops having disturbed his sitting bird. Another claim was for four spring buck at 30s. apiece, which it was a legend, and escaped through gaps in the wire. Another man claimed 10s. a day for each of half a dozen Kaffirs engaged to watch the places where the wire had been cut, while all charged from 10s. to 40s. for each piece of cut wire repaired. The little account amounted to £138, which was considered most reasonable by the authorities.

It is probably the first time that the English taxpayer has been made to pay 10s. apiece for added eggs and 30s. for a skinny buck passing from one field to another.

I have already referred to the great saving effected by Sir John Fisher in getting rid of 130 ships that can neither fight nor run away. But the joy that thrills us at the saving of £3,000,000 a year is marred by the reflection that these creditable and embarrassing ships have been dumplings ever since they were built and that the upkeep of these dumplings cannot have cost less than £27,000,000 since the year 1895. Although ships with sails and masts ceased to be useful for war purposes by 1890, the *Cadmus*, which cost £86,327, and the *Clio*, costing £23,535, were built and actually sent to sea by the Admiralty in 1914. The *Cadmus* was discredited and the *Clio* embarrassing. But the taxpayer, who pays for both, wonders how the money was spent. The officials who built eight vessels of the *Clio* class, only to discard the lot instant they are complete.

A sum of £36,649 was spent on repairs on H.M.S. *Hecla*, but after the money was spent the repairs were abandoned, and the ship added to the number of those which were considered creditable and embarrassing. The gentleman responsible for spending £36,649 on repairing the irreparable *Hecla* will receive his pension and decoration in due course. In 1905 the *Coltwood*, a battleship, was sent to the scrap heap just after £22,000 had been spent on her repairs.

£39,000 was spent on the machinery of the *Hercules*, but after this tidy little fortune had been laid out it was decided that the *Hercules* should never go to sea, and to sea she never went again. I have made a calculation that the cost of building ships, obsolete before they are designed, and of repairing ships which could never fight in action, was amounting to about £15,000,000 sterling in the last ten years. If we add this sum to the waste of the upkeep of the 130 ships that can neither fight nor fly, and of the bricks and mortar for the Navy provided in accordance with the policy which is now discarded, we arrived at a sum wasted during the last decade of £22,000,000.

Two shillings buys for Admiral Yamamoto, the Japanese Marine Minister, as much naval equipment as the British Admiralty succeeds in buying for twenty shillings. The Japanese destroyed the Russian Fleet and enabled the Japanese Army to take Port Arthur for a naval expenditure of £2,354,304.

I have already referred to the fact that John Bull has no buying department. He also has no capital account. This plan is convenient to officials who pay 25s. for a thing worth 15s., and who build ships that discredit any admiral and are discarded by men too patriotic to use anything that is ever thought built by themselves. If a capital account were introduced into every Government Department where manufacture is carried on, and where permanent plant is required, the result would be an immediate saving of some £30,000,000 a year. This estimate is arrived at after careful study by one of the ablest permanent officials of the day, whose name I am not permitted to disclose. If Woolwich Arsenal, the small arms factories, and the dockyards are provided with capital accounts, subject to independent audit, annual valuation, and competitive working, the British taxpayer would find his burdens sensibly lightened. The absence of a capital account leads to unnecessary waste. Condemned Government stores never realise adequate values. The purchase of condemned stores has made the fortunes of a group of clever men who purchase at arm's length which cost £300 apiece for £20 or £30, and obtain most extraordinary bargains. The wasteful system of accounts in vogue, originally intended to protect the taxpayer, has the opposite result, for the most valuable machinery is sold as scrapiron, as it saves trouble to officers, who would otherwise have to explain in half a dozen different columns their estimate of the value of the article and what should be done with it. I have known of cases of ammunition and storehouse being thrown overboard—the first to save trouble, the second to prevent the red tape that would become necessary in the case of the end of a commission were taken into port.

The steam wharf of the old *Victoria* and *Albert* cost £1,700 when new. When the ship was broken up it was absolutely as good as new, but it was sent for sale as old iron, and was only rescued by a smart officer, who managed to induce the authorities to purchase it from themselves for a trifling sum of money.

This is the way the money goes.

PHILIPPINE RAILWAYS.

James J. Hill, the foremost figure in transportation circles in the United States, declares that it would be a fatal error to build the railroads of the Philippines of any other than the standard gauge of the world—4 feet 8½ inches.

The president of the stupendous Great Northern railway and steamship system called on Secretary of War, William H. Taft, one morning for the special purpose of urging him not to permit the grave mistake to be made. Mr. Hill said it was the consensus of the opinion of the most intelligent and most experienced men in railroad affairs that the day had passed for the building of narrow-gauge roads except for temporary use or of only a few miles' length. He cited the case of Japan which is gridironed with narrow-gauge railroads and which bitterly regrets not having them of standard width.

Mr. Hill said the statement that he had ever favoured narrow-gauge roads in the Philippines was untrue. It came to his ears that this statement was in circulation, and he wished in person to deny it. He said that he had never been a believer in any but the standard road.

In the course of his conversation with Secretary Taft, Mr. Hill said that he had no personal interest in the railroads of the Philippines. He was a sincere believer in their success but he was too old to take up such gigantic plans now. But, he said, he was a steamship owner with intense interest in the future of the islands.

Mr. Hill impressed Secretary Taft with his ideas of the coming development of the Philippines, and Secretary Taft said to your correspondent, after Mr. Hill had left his office, that it cheered his soul to find such faith when others of less sagacity and experience doubted.

NOTICE.

WE HAVE THIS DAY

REMOVED TO No. 17, QUEEN'S ROAD,

Premises formerly occupied by Mr. FR. BLUNCK, silk lace manufacturer, and Next Door to our Former Address.

LONG. HING & CO.

DEALERS IN PHOTO GOODS.

Hongkong, 4th May, 1905.

JAPAN'S OVER-SEA TRADE.

EFFECT OF THE BALTIC FLEET.

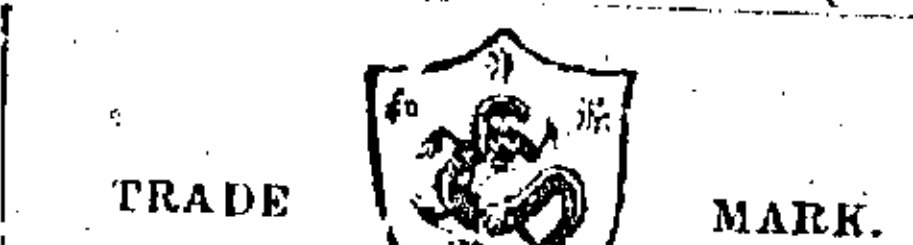
That the presence of the Baltic Squadron in Far-Eastern Seas must have an effect upon Japan's foreign commerce is indisputable, says the *Japan Mail*. The *Shoggo Shimpo* writes interestingly on the subject. Rice and raw cotton, it observes, would naturally be the staples specially influenced, since both are imported from regions inaccessible without passing the zone where the Baltics may be expected to operate. In the case of rice, however, it happens fortunately that large importations have already been effected, and there is further the fact that owing to last year's magnificent harvest the country is exceptionally well provided with the home-grown product. Hence no special inconvenience need be anticipated in connection with a temporary cessation of supplies from Rangoon and Saigon. Cotton, however, has no such compensations. Russia originally attempted to include raw cotton among unconditional contrabands of war, but in deference to American remonstrances she subsequently modified her views so far as to admit conditions, and thus only cotton suited for use in the manufacture of explosives is now on the condemned list. Our Tokyo contemporary does not expect, however, that Russian naval officers will exercise a very clear-sighted distinction in this matter. The probability is that cotton-shippers will not take the risk of relying on Russian judgment. During the present month 80,000 bales have been shipped, or should be shipped, from Bombay, and during May 100,000 bales. Insurance might have been high in any case, but that is a small matter compared with the total cutting off of the supply. It has to be noted, however, that exceptionally ample importations of raw cotton took place during the first three months of the present year. The following comparative figures are given:—

Imports of raw cotton from January to end of March.	Yen.
1902	873,135 piculs valued at 19,754,727
1903	785,570 piculs valued at 19,484,874
1904	82,106,223

It will be observed that figures relating to weight are not forthcoming for the current year, but in point of monetary value there was an increase of over 60 per cent., and as cotton ruled cheap there must have been a very large increase in the quantity imported. On the other hand, this heavy importation was not due to belligerent circumstances. It was mainly attributable to exceptional activity on the side of the spinners. These generally use about 1 million *tan* (33½ million lbs.) of cotton monthly, but of late their figures have shown an increase of from 30 to 40 per cent., which would absorb the greater part of the margin shown in the above table. Then, again, the high price of cotton at the fall of last year prevented any inflow of large stocks, and there is here a need which has not yet been fully supplied. In 1902 and 1903 the cotton in stock at Osaka and Kobe aggregated, at the close of March, from 80,000 to 90,000 bales (of 500 lbs.), without including the quantities held by the mills themselves and in foreign godowns. But this year, even including the mills and the foreign godowns, there were only 120,000 bales in stock at the close of March. The cotton-spinning industry is just now giving excellent results in Japan and steps are being vigorously taken to increase the number of spindles, so that the consumption of raw material would have developed greatly just at the very time when an interruption of supplies seems inevitable. It is thus to be regretted in the interests of the industry. There have not yet been any instances of merchantmen being seized or sunk by the Russians since they passed the Straits of Malacca. But these vessels of the Baltic Squadron have an evil record already, and though they may devote their attention for the moment to something more vital than commerce destroying, the strong probability is that if they lose coherence as a squadron, and cease to be able to fight stoutly for the mastery of the sea, they will have to regret the commercial methods that have hitherto marked the doings of Russian war-ships throughout the present campaign. That is the *Shoggo Shimpo*'s view.

POWER TRANSMISSION IN FORMOSA.

Some interesting details are published in the *Western Electrician* of a new power transmission plant in course of construction at Tamsui, Formosa, work on which was begun by the engineering department of Formosa early last year. The site selected is about 10 miles to the south-east of Taihoku, immediately below the junction of the *Keelung* and *Nanai* rivers, which form the *Silintan* River. Water power will be used, and will be supplied by a canal cut from the upper source of the *Nanai* River, which flows down the mountains in a series of cascades. It is thus to be regretted in the interests of the industry. There have not yet been any instances of merchantmen being seized or sunk by the Russians since they passed the Straits of Malacca. But these vessels of the Baltic Squadron have an evil record already, and though they may devote their attention for the moment to something more vital than commerce destroying, the strong probability is that if they lose coherence as a squadron, and cease to be able to fight stoutly for the mastery of the sea, they will have to regret the commercial methods that have hitherto marked the doings of Russian war-ships throughout the present campaign. That is the *Shoggo Shimpo*'s view.



SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON

PIANO Co. LD.

THE

PREMIER PIANO

FIRM AND THE

ONLY PIANO SPECIALISTS

IN HONGKONG: NOT

MERE DEALERS, BUY-

ING AT ONE PRICE AND

SELLING AT ANOTHER,

BUT

PRACTICAL EXPERTS

AND

MANUFACTURERS

DEVOTED EXCLUSIVELY

TO THE MUSICAL

INSTRUMENT TRADE.

These are

FACTS OF THE

FIRST IMPORTANCE

TO PIANO BUYERS.

This Company

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.O., 5th Rd. Lieber's.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

AN ASSISTANT MATRON for a Boys' Boarding School.

Apply to—**REV. F. T. JOHNSON**, St. John's Cathedral.

Hongkong, 9th May, 1905. [1164]

WANTED.

PARTNERSHIP—CONSULTING ENGINEER. British Engineer desires Partnership with a Reliable Man or firm. Willing to put in Capital. Principals only.

Apply—**Care of Daily Press Office.**

Hongkong, 9th May, 1905. [1165]

TO LET.

MEIRION No. 2 THE PEAK. From the 1st June, 1905.

Apply to—**E. JONES HUGHES.**

Hongkong, 9th May, 1905. [1166]

NOTICE.

WE have this day withdrawn our POWER of ATTORNEY in favour of Mr. Ernest J. Moss, the late Manager of our Freehold Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LTD.

Hongkong, 9th May, 1905. [1173]

PRAYA EAST RECLAMATION.

MARINE LOT OWNERS interested in the above are invited to attend a MEETING to be held in the OLD CHAMBER OF COMMERCE ROOM, CITY HALL, on SATURDAY next, the 13th instant, at 3 o'clock P.M.

C. P. CHATER.

Hongkong, 9th May, 1905. [1167]

LA COMPETIDORA ORIENTAL CIGAR FACTORY.

FACTORY: 32 MACDONNELL ROAD, KOWLOON.

OFFICE: 34 QUEEN'S ROAD CENTRAL.

ALL OUR CIGARS ARE PREPARED BY FILIPINO HABANEROS specially engaged for our factory and are made from well seasoned leaves imported from Manila under the direct supervision of our TOBACCO EXPERT.

Examples may be had on application. We recommend a trial of the following brands—**LOVE'S PERFECTOS**, **HIGH LIFE**, **REINA VICTORIA**.

If your tobacconist cannot supply you with our make please apply to us.

Special terms to Clubs and Messes.

Discounts on orders from Coast and other ports.

AGENTS WANTED.

J. C. DOS REMEDIOS & CO.

Hongkong, 9th May, 1905. [1168]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR NINGBO AND YOKOHAMA.

THE Steamship

"PRINZ SIGISMUND"

Captain Loew will leave for the above places TO-DAY, at 10 A.M.

NORDEUTSCHER LLOYD.

For further Particulars apply to **MELCHERS & CO., Agents.**

Hongkong, 8th May, 1905. [1172]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

"HAIMUN"

Captain Robson, will be despatched for the above ports on THURSDAY, 11th inst., at 10 A.M.

For Freight or Passage, apply to **DOUGLAS LARRAK & CO., General Managers.**

Hongkong, 9th May, 1905. [1169]

FOR CHEFOO AND TSINGTAU.

(Taking Cargo at Through Rates to CHEFOO and TIENTSIN.)

THE Steamship

"EIGER."

Captain Chr. Rafen, will be despatched for the above ports on FRIDAY, 12th inst., at 4 P.M.

For Freight, apply to **SIEMSEN & CO., Agents.**

Hongkong, 9th May, 1905. [1170]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Australia, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on SATURDAY, the 10th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 9th May, 1905. [1171]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1904. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office.

Hongkong 25th February, 1905.

INTIMATIONS

NOTICE.

ON and after this date I WILL NOT BE RESPONSIBLE for any DEBTS contracted by my Wife, Mrs. ALMIRA FRANCISCA THOMAS.

GEORGE THOMAS.

Hongkong, 6th May, 1905. [1156]

NOTICE OF REMOVAL.

THE Office of LUTGENS, EINSTMAN & CO. has been removed to No. 2, PEDDER STREET, opposite the Hongkong Hotel, Side entrance.

Hongkong, 8th May, 1905. [1157]

NOTICE.

WE have authorized Mr. FREDERICK SALINGER to Sign our Firm from this date.

REISS & CO.

Hongkong, 5th May, 1905. [1148]

NOTICE.

TRAINED NURSE. Returning to England about the End of MAY, would take Charge of Invalid or Children on the Voyage, in return for Passage Paid.

Address—**"NURSE,"** Care of "JAPAN GAZETTE," Yokohama, Japan.

Yokohama, 20th April, 1905. [1126]

WANTED.

YOUNG Gentleman desires situation as GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping, Typewriting, and can also speak the Chinese Colloquially. Excellent references.

Apply to—**C. R.**, Care of Daily Press Office.

Hongkong, 20th April, 1905. [1102]

WANTED.

A CHINESE CLERK, able to Read and Write English as well as Chinese, one accustomed to Office Work preferred. Good salary to suitable man.

Apply—**BOX 684.**

Hongkong, 6th May, 1904. [1151]

NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Wreck of Chinese Gunboat "HUANGTAI" off Breaker Point.

WITH reference to Notice to Mariners, No. 179 (Special), dated the 25th September, 1903, NOTICE IS HEREBY GIVEN that the 6-foot conical White Buoy temporarily placed to mark the wreck of the Chinese gunboat "HUANGTAI" has disappeared and will not be replaced.

H. G. MYRE, Acting Deputy Coast Inspector, Coast Inspector's Office, Shanghai, 1st May, 1904. [1125]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 72.

REMOVAL OF THE TAI-SHEK BARRIER, BACK BEACH.

NOTICE IS HEREBY GIVEN that the Steam Dredger Canton River will commence work at the TAI-SHEK BARRIER on or about the 14th inst.

Masters of vessels should continue to navigate the old channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a position 400 feet to the South of the present Boacons.

The Dredger will exhibit by night the usual lights of a vessel at anchor—i.e., a white anchor light forward and a stern light.

J. HOWELL MAY, Harbour Master.

Approved, **F. J. MAYERS,** Acting Commissioner of Customs, Custom House, Canton, 3rd May, 1905. [1158]

ROBERT CRAWFORD'S C. C. C. WHISKY.

Price ... \$10 Per Dozen.

Sole Agent—**KWAN TYE,** 110, Queen's Road Central.

Hongkong, 12th April, 1905. [1069]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S SCHULTZ'S, AMBERLITE KYNOCKS, SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., Hongkong 28th November, 1902. [1009]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST.

is given in the HONGKONG WEEKLY PRESS.

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, \$12 per annum. Postage to any part of the World \$2.

WHY SHOULD BUSY MEN USE THE "ROYAL BAR-LOOK"?

IT is not because it makes writing easy—though that would be sufficient reason.

It is not because it writes in sight—though that is important.

It is not because it is the most durable—though that is its strongest point.

It is not because it is unapproached for Carbon and Stencil manufacturing—though that describes its capabilities.

It is not because its daily output is 25 per cent. in excess of any other typewriter—though that is perfectly true.

It is not for any one or two of the foregoing reasons—BUT BECAUSE IT HAS ALL THESE ADVANTAGES COMBINED.

J. C. DOS REMEDIOS & CO., Agents.

Hongkong, 10th April, 1905. [104]

PUBLIC COMPANIES

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 30 and 2 SHARES standing in the Register of this Company in the names of WONG LAM and AP-CAI, GABRIEL AP-CAI respectively having been LOST, viz.:

Scrip No. 811—13389/13413—15 Shares.
" " 228—28339/28352—15
" " 673—12362/12363—2 " "

32 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 32 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th April, 1905. [938]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 71 SHARES standing in the Register of this Company in the name of SI TAY have been LOST, viz.:

Scrip No. 16—951/990—40 Shares.
" " 215—941/950—10
" " 216—3902/3922—21 " "

71 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 71 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th April, 1905. [939]

CANTON INSURANCE OFFICE LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE No. 534, issued 17th August, 1892, for One Share numbered 3760, in the above Office, standing in the name of Mr. LE KWONG KAM, of Shanghai, has been lost, and should the same not be produced before the 18th instant, a NEW SCRIP CERTIFICATE will be issued to the said Mr. LE KWONG KAM, and no Transaction taking place under the said ScrIP Certificate No. 534, will be recognised by the Office.

JARDINE, MATHESON & CO., General Agents, Canton Insurance Office, Limited.

Hongkong, 4th May, 1905. [1137]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FINAL NOTICE.

ALL Shareholders who were entitled to a proportion of the New Issue and who have not applied for such must apply immediately.

Interest will be charged at the rate of twelve per cent. per annum on \$10 the amount payable in respect of each share from the 31st day of March, 1905.

No application will be received after the 31st day of May.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 28th April, 1905. [1082]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

LOST.

THE CERTIFICATES of 760 and 360 SHARES standing in the Register of this Company in the names of ANTONIO OSORIO and TAM BON CHIU have been LOST, viz.:

In the name of ANTONIO OSORIO—
Scrip No. 380/383—2429/2503 in scrip of 25 ... 75 Shares.
" " 383 ... 4529/4553 " 25
" " 384/386 ... 2824/2898 in scrip of 25 ... 75
" " 387 ... 4696/4720 " 25
" " 389/391 ... 3426/3500 in scrip of 25 ... 75
" " 392 ... 4950/4974 " 25
" " 755 ... 5821/5830 " 10
" " 756/757 ... 5831/5880 in scrip of 25 ... 50
" " 317/320 ... 19051/19150 in scrip of 25 ... 100
" " 321/324 ... 18951/19050 in scrip of 25 ... 100
" " 325/328 ... 19151/19350 in scrip of 50 ... 200

760 Shares.

In the name of TAM BON CHIU—
Scrip No. 329/339—19551/19750 in scrip of 25 ... 200 Shares.
" " 337 ... 19751/19788 " 40
" " 18949/18950 " 20
" " 662 ... 23506/23605 " 100
" " 663 ... 23606/23625 " 20

360 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 1,120 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 4th May, 1905. [1138]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM."

23/3 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure—From Hongkong at 9 A.M. arriving at Macao about NOON. Hour of departure—From Macao at 7 P.M. arriving at Hongkong about 10 P.M.

Fares:—
First Class Single \$2 ... Return \$4.
Second Class Single \$1 ... Return \$2.
Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 3rd May, 1905. [1134]

TO LET.

TO LET.

A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central, (Opposite the Post Office).

Possession from the 1st of May, 1905.

Please apply to—**WONG CHU SANG,** Care of Yee Sang Fat.

Hongkong, 26th April, 1905. [1072]

TO LET.

NEW "KINGSCLERE" with Stables, entrance in both Kennedy and Macdonnell Roads.

For full particulars, apply to—**LINSTEAD & DAVIS,** Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905. [478]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—**CHUNG SHUN KOO,** 12 & 14, Queen's Road Central.

Hongkong, 24th December, 1904. [192]

TO LET UNFURNISHED—AT THE PEAK.

WITH Immediate Entry. **LYEE MUN, BARKER ROAD**, containing 2 Reception Rooms, 4 Good Bedrooms, Excellent Bathrooms and Servants' Quarters. The House is comparatively new and is in excellent repair, splendid view of the Harbour and very convenient for Tramway station at Plantation Road.

Apply to—**RUSSO-CHINESE BANK.**

Hongkong, 3rd May, 1905. [1130]

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Buildings.

Apply to—**LAUTS, WEGENER & CO**

Hongkong, 4th March, 1905. [1131]

TO LET.

NO. 1, RIFON TERRACE.

PLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST. A BUILDING at Canvey Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 29th June, 1904. [181]

TO LET.

WITH IMMEDIATE POSSESSION "Forest Lodge" Cause Road.

Apply to—**H. N. MODY.**

Hongkong, 2nd May 1905. [1114]

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—**J. S. VAN BUREN,** 20, Des Vaux Road.

Hongkong, 13th April, 1905. [1080]

TO LET.

NOS. 74, CAINE ROAD.

GODOWNS Nos. 34a, 34b, 34c, Praya East No. 2, MACDONNELL ROAD. Possession on 1st June, 1905.

Apply to—**COMPTON'S DEPARTMENT,** Nippon Yusen Kaisha.

Hongkong, 4th May, 1905. [184]

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel.

Apply to—**HENRY HUMPHREYS,** Alexandra Buildings.

Hongkong, 7th January, 1905. [180]

TO LET.

NEW STORE nearing completion to let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre.

Apply to—**"ALPHA,"** Care of Daily Press Office.

Hongkong, 18th March, 1905. [748]

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st June next.

Apply to—**CHINA MERCHANTS STEAM NAVIGATION CO.,** 15 & 16, Connaught Road, Praya V.

Hongkong, 19th April, 1905. [1030]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—**HUMPHREYS' ESTATE & FINANCE CO., LD.**

Hongkong, 21st June, 1904. [869]

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply to—**M. J. D. STEPHENS, Solicitor,** 18 Bank Buildings.

Hongkong, 29th March, 1905. [845]

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.

Apply to—**Care of Daily Press Office.**

Hongkong, 9th March, 1905. [675]

TO LET.

TO LET.

BYRNE. Unfurnished. Newly repaired. Painted and Colourwashed.

No. 4, BELILIOS TERRACE, 1st Row.<

UNTOUCHED BY HAND.

**MELLIN'S
FOOD**

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

VISITORS AT HOTELS.

CAUTION HOUSE.	
Mr. Roger J. Audap	Mr. J. Loth
Mr. & Mrs. B. J. Barlow	Dr. W. B. Lo
Mrs. Holl	Mr. W. B. Loy and 4
Mr. A. de Blance	children
Mr. E. Brown	Mr. V. Lugebil
Mr. F. Cappaert	Mr. J. Lugebil
Mr. J. Cruickshank	Mr. McWilliam
Mr. E. C. Day	Mr. U. Nervegna
Mr. L. T. Delaney	Mr. F. Oliver
Mr. A. C. Dize	Mr. and Mrs. Passio
Mr. A. Fletcher	Mr. H. Schluter
Mr. H. Guin	Mr. A. Schmitz
Mr. T. F. Givison	Mr. S. Sauer
Mr. R. Knox	Mr. J. P. S. Smerville
Mr. W. L. Leash	Mrs. J. J. Tennyson

KOWLOON HOTEL.

Mr. & Mrs. G. F. Curriek	Lieut. J. Maclean
Mr. Bert. Eustace	Mr. R. Mitchell
Capt. & Mrs. A. A. Gibbs	Lieut.-Comdr. and Mrs.
Capt. and Mrs. Mackay	Stevenson
deriot. R.M.S.	Mr. & Mrs. W. H. Watson

VICHY'S

**GENUINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT**

HOPITAL. Diseases of the Stomach
GRANDE-GRILLE. Liver complaints
CÉLESTINS. Gout, Gravel, Diabetes

VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters

COMPRIMÉS VICHY-ETAT
Allowing any one to prepare aerated
alkaline water at home.

BEWARE OF FORGERY

SANTAL MIDY

These tiny Capsules—superior to Copiba, Cubebis, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name **MIDY**

LADIES

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

APIOLINE
CHAPOTEAUT

Prescribed by the highest French
Medical authorities and superior to
Tunsey, steel Drops and Penny
royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

TO *Ladies*
all the most
beautiful
women use
CREME SIMON
M^{me} ADELINA FATTI says:
"I have found it very
good indeed."

SAVON & POUDRE SIMON

à la
Crème d'Ivoire

J. SIMON, PARIS

Cheministe, Hairdressers, Perfumers and Stores.

170

VISITORS TO CANTON
Should purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."
BY
CAPTAIN C. V. LLOYD (R.S. "HANKOW"
With Illustrations, Maps and Plans.
Price..... \$1.90.

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Messrs. W. BROWER & C
Canton: Messrs. A. S. MATSON &
Hongkong, 4th October, 1893.

